
Nantucket Regional Transportation Improvement Program 2004 - 2008

**Nantucket Planning and Economic Development Commission
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Nantucket Regional Transportation Improvement Program 2004 - 2008

Nantucket Planning and Economic Development Commission Transportation Improvement Program (TIP) Table of Contents

1. Introduction

Development of the Nantucket Regional Transportation Improvement Program
Financial Constraint Language

2. Federal Aid and Non Federal Aid Project Listings

Endorsement Page for Federal Aid Projects
List of Approved Transportation Enhancement Projects

3. Air Quality Conformity Analysis

4. Appendices

Regional Targets
Legal Advertisements for Public Hearing
List of Advertised Projects
Compliance with the Americans with Disabilities Act
Map of the Region
Nantucket Road Map
Certification of the 3C Transportation Planning Process

Introduction

Introduction

Nantucket Planning and Economic Development Commission (NP&EDC)

The Nantucket Planning and Economic Development Commission serves as one of the Commonwealth of Massachusetts' thirteen Regional Planning Agencies. Ten of these agencies are federally designated Metropolitan Planning Organizations (MPO). Federal regulations require that an MPO be formed in urbanized areas with a population of 50,000 or more. While the Nantucket region (as well as the Martha's Vineyard and Franklin regions) do not meet these criteria, the Executive Office of Transportation and Construction and the Massachusetts Highway Department provide planning funds for transportation planning in these regions, essentially treating them as MPOs.

An MPO consists of a Committee of Signatories (COS) who together make decisions about transportation planning goals, projects, priorities and funding. The Nantucket COS consists of the Executive Office of Transportation and Construction, the Massachusetts Highway Department and the Nantucket Planning and Economic Development Commission. For the purpose of this document, the Committee of Signatories will be referred to as the Nantucket MPO.

In its role as an MPO member the Nantucket Planning and Economic Development Commission follows federal transportation planning regulations, including the participation of citizen advisory groups in transportation planning activities.

Transportation Improvement Program (TIP)

The Nantucket Regional Transportation Improvement Program (TIP) for the federal years of 2004 - 2008 is a federally mandated transportation planning document, prepared by the Nantucket Planning and Economic Development Commission (NP&EDC) with assistance from the Massachusetts Highway Department's Bureau of Transportation Planning and Development and the Federal Highway Department.

The regional TIP is submitted to the State for inclusion in the State Transportation Improvement Program (STIP). The STIP is a prioritized listing of those programmed highway, bridge, intermodal and transit projects expected to be undertaken by the Commonwealth during the above referenced 4-year time frame. The STIP is a compilation of those projects found in the thirteen regional Transportation Improvement Programs (TIPs). All projects found herein come from a conforming Nantucket Regional Transportation Plan.

If a project is to be funded with federal monies it must be listed in the TIP, and within the proper funding category. The TIP must be endorsed by a majority of the members of the Metropolitan Planning Organization (MPO) within each region before any of these projects can proceed to construction. The total cost for these projects must realistically reflect the amount of federal and state monies expected to be available during those years; thus unlike earlier STIPs, this document cannot program projects, the total dollar

amount for which go beyond the anticipated funding levels. This document programs projects to a total dollar amount that is consistent with the anticipated funding levels.

In addition the regional TIPs and the State TIP include projects funded entirely with state monies, i.e., “NFA” projects, or non-federal aid—a recognition by the Commonwealth of their importance to the transportation system of the state, and to the municipalities in which these projects are located.

Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (known as TEA 21) is the successor act to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). “It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution.”

The main points of TEA-21 are: the consolidation of the 16 planning factors of ISTEA into seven broad areas; the encouragement of federally-funded non-emergency transportation services in metropolitan planning areas (e.g., welfare-to-work); the requirement for public involvement during the certification review; the identification of freight shippers and users of public transit as stakeholders, and the integration of federally-funded highway and transit projects under the planning provisions of the ACT and NEPA.

Discussion of Funding Categories

The projects programmed herein are funded within certain categories as defined below with monies authorized from the Federal Highway Administration (FHWA) or from the Federal Transit Administration (FTA). The projects listed are both federal aid and non-federal aid. The federal aid categories are based on the federal apportionments to the Commonwealth. Based upon the apportionments, the state then must calculate which categories are available for the number of types of projects that need funding.

Federal Highway Administration

Bridge

This category funds the rehabilitation or replacement of bridges in urban and local areas and is based upon the structure’s adequacy, safety, serviceability, age and public usage. The system is divided into two segments; those bridges, which are on the federal-aid system, and those that are not. The funding split for this is 80% federal and 20% state.

Congestion Mitigation/Air Quality (CMAQ)

Funds are programmed for transportation projects in non-attainment areas as defined by the Clean Air Act for ozone and carbon monoxide. The intent is that these projects must contribute to the standards of National Ambient Air Quality Standards (NAAQS). The funding split is also 80% federal and 20% state.

Federal Aid

This category includes projects that have specialized or proprietary funding (e.g. ferryboat discretionary monies), or, projects for which the specific federal category has not yet been identified.

Interstate

This category finances projects such as the reconstruction of bridges, interchanges and overpasses along existing interstate routes. It does not fund new travel lanes except those for high-occupancy vehicles or auxiliary lanes. Resurfacing, restoration, and rehabilitation are eligible activities for maintaining interstate facilities. Funding is 90% federal and 10% state.

Surface Transportation Program (STP)

Projects eligible for this category occur on roads classified higher than local or rural minor collectors and may be expended for construction, reconstruction, rehabilitation, resurfacing, restoration, operational, and safety improvements. In addition to federal-aid roads, capital costs for transit projects are also eligible.

Ten percent (10%) of STP funds must be used on transportation enhancement, such as landscaping, historic preservation, and storm water mitigation. Another 10% is to be spent on safety projects. The funding is also on an 80/20 split.

National Highway System (NHS)

For the immediate the National Highway System consists of highway, roads classified as principal arterial, interstates and connections to ports and intermodal facilities. The split here is on an 80/20 basis.

Demonstration

ISTEA legislation includes funding for special projects. Monies allocated here may not be used for any other project.

High Priority

TEA-21 legislation provides funds for high priority projects.

Non-Federal Aid

These projects are funded through state bonding funds only.

Federal Transit Administration

Section 5310 (formerly Section 16)

Funds in this category are used to provide assistance for non-profit organizations that provide transportation for the elderly or the disabled when such services are either unavailable or insufficient.

Section 5307 (formerly Section 9)

Routine capital investments are funded with monies from this source including bus purchase.

Section 5309 (formerly Section 3)

This category funds major capital investments, such as public transportation equipment and facilities.

Section 5311 (formerly Section 18)

This federal transit program funds public transportation in non-urbanized areas.

Mobility Assistance Program (MAP)

This state program funds capital improvement for transportation service for the elderly and/or disabled.

List of Approved Transportation Projects

<u>Name</u>	<u>Description of Work to be Completed</u>
Fairgrounds Road Bike Path	Construction
Old South Road Bike Path	Construction
Bartlett Road Bike Path	Design
In-Town Bike Path	Design
Nobadeer Farm Road Bike Path	Design
Pleasant Street Streetscape	Design

Development of the Nantucket Regional Transportation Improvement Program

The development of the Nantucket Regional Transportation Improvement Program (TIP) was completed in accordance with the Nantucket Planning and Economic Development Commission's (NP&EDC's) public participation process. A legal notice of public hearing held on July 7, 2003 was published in the Nantucket *Inquirer & Mirror* on June 18, 2002 and July 25, 2002, and posted in the Nantucket Town Office Building. A public hearing to review the TIP and receive public comment was held on August 5, 2002, at the regular monthly meeting of the NP&EDC. Public comments were solicited by the NP&EDC from August 1, 2002 through September 5, 2002. The final TIP was endorsed by the NP&EDC at its Regular Meeting of September 5, 2002

Fiscal Years 2004 - 2008
Transportation Improvement Program
Federal Funding Financial Summary
For the
Nantucket Planning and Economic Development Commission
(FHWA related categories, only)

Fiscal Year	Federal Target	Federal Programmed
2004	\$227,266	\$227,266
2005	\$141,603	\$141,603
2006	\$245,137	\$245,137
2007	\$256,857	\$256,857
2008	\$276,241	\$276,241

The financial plan contained herein is financially constrained and indicates that the Nantucket Regional Transportation Improvement Program (TIP) reflects the highway program emphasis on the maintenance and operation of the current road and bridge system with the ability to provide for additional capital improvements.

Only projects for which funds can be expected have been included.

Total Federal Funded Projects Programmed

Fiscal Year	Highway	Transit	CMAQ	Total
2004	\$227,266	\$290,231	\$0	\$517,497
2005	\$141,603	\$275,000	\$0	\$416,603
2006	\$245,137	\$300,000	\$0	\$545,137
2007	\$256,857	\$325,000	\$0	\$581,857
2008	\$276,241	\$350,000	\$0	\$626,241

Nantucket Planning and Economic Development Commission

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2004

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost	Regional Target
Part 1A: Projects using Target Authority							
Bartlett Road Bike Path	Nantucket		ENH	\$181,813	\$45,453	\$227,266	\$227,266
TOTAL FEDERAL PROJECTS:				\$181,813	\$45,453	\$227,266	\$227,266

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED PROJECTS: YEAR 2004

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 2A: Regional Priority Projects					
No projects listed at this time				\$0	\$0
TOTAL STATE PROJECTS				\$0	\$0

Appendix A: OTHER REGIONAL PRIORITIES: YEAR 2004

Note: Under Appendix A, projects are not supported in any current federal, state, or regional budget, and represent the region's priorities if additional funds become available.

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 3A: Other Priority Projects					
Construction of Vesper Lane Sidewalk	Nantucket		NFA	\$151,000	\$151,000
Construction of Prospect Street Sidewalk	Nantucket		NFA	\$300,000	\$300,000
Bartlett Road Bike Path Design	Nantucket	Agreement No. 8433		\$32,000	\$32,000
TOTAL STATE PROJECTS				\$451,000	\$451,000

Appendix C: Transit Projects: YEAR 2004

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost
Part 5A: Federal Aid Transit Projects						
Operation Assistance	Nantucket	\$5311		\$250,000	\$250,000	\$500,000
Van Purchase	Nantucket	MAP - 5310		\$40,231		\$40,231
TOTAL Federal PROJECTS:				\$290,231	\$250,000	\$540,231

Nantucket Planning and Economic Development Commission

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2005

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost	Regional Target
Part 1A: Projects using Target Authority							
Hooper Farm Road / Sparks Avenue Intersection Realignment	Nantucket		CMAQ	\$113,282	\$28,321	\$141,603	\$141,603
TOTAL FEDERAL PROJECTS:				\$113,282	\$28,321	\$141,603	\$141,603

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED PROJECTS: YEAR 2005

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 2A: Regional Priority Projects					
Hooper Farm Road / Sparks Avenue Intersection Realignment	Nantucket		NFA	\$300,000	\$300,000
TOTAL STATE PROJECTS				\$300,000	\$300,000

Appendix A: OTHER REGIONAL PRIORITIES: YEAR 2005

Note: Under Appendix A, projects are not supported in any current federal, state, or regional budget, and represent the region's priorities if additional funds become available.

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 3A: Other Priority Projects					
Pleasant Street Streetscape	Nantucket	Agreement No. 8431		\$11,000	\$11,000
Nobadeer Farm Road Bike Path	Nantucket	Agreement No. 8432		\$23,100	\$23,100
In - Town Bike Path	Nantucket	Agreement No. 7994		\$139,050	\$139,050
TOTAL STATE PROJECTS				\$173,150	\$173,150

Appendix B: OTHER REGIONAL PROJECTS: YEAR 2005

Note: These projects are listed for informational purposes only. No funding source has been identified.

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 4A: Other Priority Projects					
TOTAL STATE PROJECTS				\$0.00	\$0.00

Appendix C: Transit Projects: YEAR 2005

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost
Part 5A: Federal Aid Transit Projects						
Operation Assistance	Nantucket		§5311	\$275,000.00	\$275,000.00	\$550,000.00
TOTAL Federal PROJECTS:				\$275,000.00	\$275,000.00	\$550,000.00

Nantucket Planning and Economic Development Commission

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2006

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost	Regional Target
Part 1A: Projects using Target Authority							
Sparks Avenue Streetscape	Nantucket		STP	\$196,110	\$49,027	\$245,137	\$245,137
TOTAL FEDERAL PROJECTS:				\$196,110	\$49,027	\$245,137	\$245,137

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED PROJECTS: YEAR 2006

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 2A: Regional Priority Projects					
Sparks Avenue Streetscape	Nantucket		NFA	\$300,000.00	\$300,000.00
TOTAL STATE PROJECTS				\$300,000.00	\$300,000.00

Appendix A: OTHER REGIONAL PRIORITIES: YEAR 2006

Note: Under Appendix A, projects are not supported in any current federal, state, or regional budget, and represent the region's priorities if additional funds become available.

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 3A: Other Priority Projects					
Cliff Road Bike Path Design	Nantucket			\$90,000	\$90,000
TOTAL STATE PROJECTS				\$90,000.00	\$90,000.00

Appendix B: OTHER REGIONAL PROJECTS: YEAR 2006

Note: These projects are listed for informational purposes only. No funding source has been identified

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 4A: Other Priority Projects					
Reconstruction of New Lane	Nantucket			\$68,000.00	\$68,000.00
Reconstruction of Tom Nevers Road	Nantucket			\$224,000.00	\$224,000.00
TOTAL STATE PROJECTS				\$292,000.00	\$292,000.00

Appendix C: Transit Projects: YEAR 2006

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost
Part 5A: Federal Aid Transit Projects						
Operation Assistance	Nantucket		\$5311	\$300,000.00	\$300,000.00	\$600,000.00
TOTAL Federal PROJECTS:				\$300,000.00	\$300,000.00	\$600,000.00

Nantucket Planning and Economic Development Commission

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2007

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost	Regional Target
Part 1A: Projects using Target Authority							
Nobadeer Farm Road Bicycle Path	Nantucket		ENH	\$205,485.60	\$51,371.40	\$256,857.00	\$256,857.00
TOTAL FEDERAL PROJECTS:				\$205,485.60	\$51,371.40	\$256,857.00	\$256,857.00

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED PROJECTS: YEAR 2007

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 2A: Regional Priority Projects					
Nobadeer Farm Road Bicycle Path	Nantucket		NFA	\$300,000.00	\$300,000.00
TOTAL STATE PROJECTS				\$300,000.00	\$300,000.00

Appendix A: OTHER REGIONAL PRIORITIES: YEAR 2007

Note: Under Appendix A, projects are not supported in any current federal, state, or regional budget, and represent the region's priorities if additional funds become available.

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 3A: Other Regional Priorities					
Construction of South Shore Road Bike Path	Nantucket			\$800,000.00	\$800,000.00
TOTAL STATE PROJECTS				\$800,000.00	\$800,000.00

Appendix B: OTHER REGIONAL PRIORITIES: YEAR 2007

Note: These projects are listed for informational purposes only. No funding source has been identified

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 4A: Other Regional Priorities					
Reconstruction of Old South Road	Nantucket			\$237,000.00	\$237,000.00
TOTAL STATE PROJECTS				\$237,000.00	\$237,000.00

Appendix C: Transit Projects: YEAR 2007

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost
Part 4A: Federal Aid Transit Projects						
Operation Assistance	Nantucket		\$5311	\$325,000.00	\$325,000.00	\$650,000.00
TOTAL Federal PROJECTS:				\$325,000.00	\$325,000.00	\$650,000.00

Nantucket Planning and Economic Development Commission

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2008

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost	Regional Target
Part 1A: Projects using Target Authority							
Orange Street Streetscape	Nantucket		ENH	\$220,992.80	\$55,248.20	\$275,241.00	\$276,241.00
TOTAL FEDERAL PROJECTS:				\$220,992.80	\$55,248.20	\$275,241.00	\$276,241.00

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED PROJECTS: YEAR 2008

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 2A: Regional Priority Projects					
Orange Street Streetscape	Nantucket		NFA	\$300,000.00	\$300,000.00
TOTAL STATE PROJECTS				\$300,000.00	\$300,000.00

Appendix A: OTHER REGIONAL PRIORITIES: YEAR 2008

Note: Under Appendix A, projects are not supported in any current federal, state, or regional budget, and represent the region's priorities if additional funds become available.

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 3A: Other Regional Priorities					
TOTAL STATE PROJECTS				\$0.00	\$0.00

Appendix B: OTHER REGIONAL PRIORITIES: YEAR 2008

Note: These projects are listed for informational purposes only.
No funding source has been identified

Project Description	City/Town	Project ID	Funding Category	State Funds	Total Cost
Part 4A: Other Regional Priorities					
TOTAL STATE PROJECTS				\$0.00	\$0.00

Appendix C: Transit Projects: YEAR 2008

Project Description	City/Town	Project ID	Funding Category	Federal Funds	State Funds	Total Cost
Part 4A: Federal Aid Transit Projects						
Operation Assistance	Nantucket		\$5311	\$350,000.00	\$350,000.00	\$700,000.00
TOTAL Federal PROJECTS:				\$350,000.00	\$350,000.00	\$700,000.00

Air Quality Conformity Analysis

Air Quality Conformity Documentation
Nantucket Planning and Economic Development Commission
FY 2004-2008 Transportation Improvement Program

Background

The Commonwealth of Massachusetts is classified as serious nonattainment for ozone, and is divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area includes Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprise the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x), the two major precursors to ozone formation to achieve attainment of the ozone standard by 1999 and beyond.

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Transportation Plans and Transportation Improvement Programs (TIPs). On January 12, 2001, the Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA Region 1) and the Massachusetts Department Of Environmental Protection (DEP) – determined that the 13 Massachusetts RTPs for 2000 were in conformity with the Massachusetts State Implementation Plan (SIP). On June 18, 2002, FHWA – through the same process – redetermined conformity for the 10 Eastern Massachusetts MPOs, as the Boston MPO had completed an RTP update in March 2002.

In 2003, air quality analyses were conducted on behalf of all the 2003 Regional Transportation Plans (RTPs), the purposes of which were to evaluate the RTPs' air quality impacts on the State Implementation Plan. Conformity determinations were performed to ensure that all regionally significant projects were included in the RTPs.

Accordingly, the Executive Office of Transportation and Construction found the emission levels from the 2003 Regional Transportation Plan updates to be in conformance with the SIP. Each MPO has certified that all activities outlined in its Plan and its TIP:

- will not cause or contribute to any new violation of any standard in any area;
- will not increase the frequency or severity of any existing violation of any standard in any area; and,
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

Key elements of this 2004 – 2008 TIP related to air quality conformity are as follows:

- This TIP is financially constrained, and all projects in the TIP come from the conforming 2003 Regional Transportation Plan update.
- All regionally significant projects included in the TIP have been included in the air quality analysis for the conforming RTP. These projects are of the same design and concept as presented in the RTP.
- Because projects in the TIP come from the conforming RTP, *and* all regionally significant RTP projects for 2004 through 2008 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis used for the RTP can be used for the TIP.
- Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, demonstrates air quality conformity.

Timely Implementation of Transportation Control Measures

Transportation control measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan as recommended projects or projects requiring further study. A list of those projects include:

- Expanded elderly van service.
- Implementation and expansion of a fixed route commuter shuttle service (NRTA).
- Increased on-street parking controls.
- Milestone Road, Madaket Road, Surfside Road, Cliff Road, Polpis Road, and Eel Point Road Bike Paths.
- Implementing or improving sidewalks along Prospect Street/Quaker Street, Orange Street, Pleasant Street, Sparks Avenue, Washington Street, Francis Street Union Street, Hooper Farm Road, Fairgrounds Road, Williams Lane, Vesper Lane.
- Implementing or improving bike/pedestrian paths along Old South Road, Fairgrounds Road, Bartlett Road, Cliff Road and Hummock Pond Road.

DEP submitted to EPA their strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NO_x toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999 and beyond. Within that strategy, there are no specific TCM projects. Traffic flow improvements to reduce congestion and, therefore, improve air quality are encouraged. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- Enhanced Inspection and Maintenance Program
- California Low Emission Vehicle Program
- Reformulated Gasoline for On and Off-Road Vehicles
- Stage II Vapor Recovery at Gasoline Refueling Stations
- Tier I Federal Vehicle Standards

Air Quality Conformity Analysis

On October 1, 1998, DEP submitted to EPA a technical correction to the Massachusetts SIP for Ozone, which included a 2003 mobile source emission budget. This budget was found adequate for conformity purposes by EPA on February 19, 1999, and was used in the conformity determinations that were approved on January 12, 2001, and on June 18, 2002.

On September 6, 2002, DEP submitted to EPA a revision to the Massachusetts SIP that included a revised one-hour ozone attainment demonstration for Eastern Massachusetts. This SIP revision included a 2007 mobile source emission budget for the Eastern Massachusetts Non-Attainment Area. This budget was found adequate for conformity purposes by EPA on December 6, 2002.

The conformity test is to show consistency with the emissions budgets set forth in the SIP. Specific information regarding the analysis methods, latest planning assumptions, and consultation procedures are all detailed in the 2003 RTP. The estimated emissions for the Eastern Massachusetts Nonattainment Area include all the following MPOs:

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Boston MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO
- Martha's Vineyard Commission*
- Nantucket Planning and Economical Development Commission*

* These regions are considered to be MPOs for planning purposes.

On behalf of the Executive Office of Transportation and Construction, MassHighway estimated the emissions for VOC and NOx for all areas and all MPOs (emissions for the Boston Region were also estimated by MPO staff and were included in the final totals). The VOC mobile source emission budget for 2007 for the Eastern Massachusetts Nonattainment Area has been set at 86.700 tons per summer day and the 2007 mobile source budget for NOx is 226.363 tons per summer day. As shown in

Tables 1 and 2, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all Action scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Nonattainment Area:

TABLE 1
VOC Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Nantucket MPO Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	166.545	n/a	n/a
2007	0.0822	80.516	86.700	- 6.184
2015	0.0496	41.403	86.700	- 45.297
2025	0.0433	31.647	86.700	-55.053

TABLE 2
NOx Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Nantucket MPO Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	287.877	n/a	n/a
2007	0.1831	207.567	226.363	- 18.796
2015	0.0809	81.380	226.363	- 144.983
2025	0.0409	38.974	226.363	- 187.389

In summary, this TIP is derived from a conforming regional transportation plan, and the conformity determination has been prepared in accordance with EPA's final conformity regulations. The NP&EDC has found the emission levels from this FY 2004-2008 TIP – in combination with the emission levels from the other MPOs in its nonattainment area – demonstrate conformity with the SIP. Therefore, the implementation of the FY 2004-2008 TIP is consistent with the air quality goals in the Massachusetts SIP.

Appendix A:

Regional Targets

Appendix B:

Legal Advertisements for Public Hearing

Appendix C:

List of Advertised Projects

**Projects Advertised from 10/01/02 to 09/30/03
in the
Nantucket Planning and Economic Development Commission Region**

Project ID. Number	Project Description	Adv. Date	Est. Total Cost	Funding Category
602993	Fairgrounds Road Bicycle Path	2003	\$794,820	CMAQ

**List of Completed Projects
in the
Nantucket Planning and Economic Development Commission Region
during the Fiscal Year 2003**

Project ID. Number	Project Description	Adv. Date	Total Cost	Funding Category
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Appendix D:

Compliance with the Americans with Disabilities Act

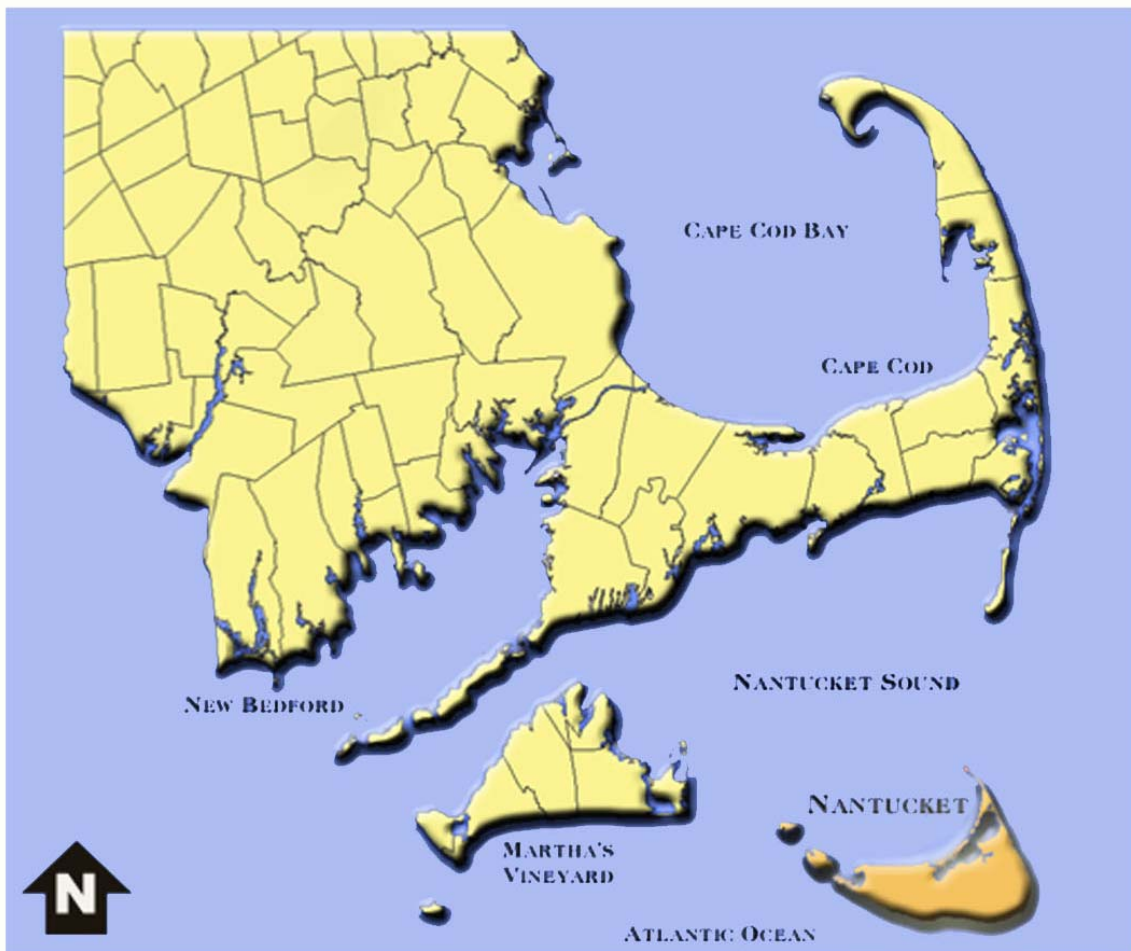
Compliance with the Americans with Disabilities Act

The NP&EDC is working to increase handicapped accessibility to transportation facilities in Nantucket. The NP&EDC has endorsed a policy whereby all projects included in the 2004 - 2008 TIP must include improvement measures to remove barriers to the handicapped and increase accessibility. All of the equipment utilized by the Nantucket Regional Transit Authority (NRTA) for its seasonal shuttle system is in full compliance with the Americans with Disabilities Act.

Appendix E:

Map of the Nantucket Region

**Map Showing the Location of the
Nantucket Planning and Economic Development Commission Region**



Nantucket Planning and Economic Development Commission, 2001

Appendix F:

Nantucket Road Map

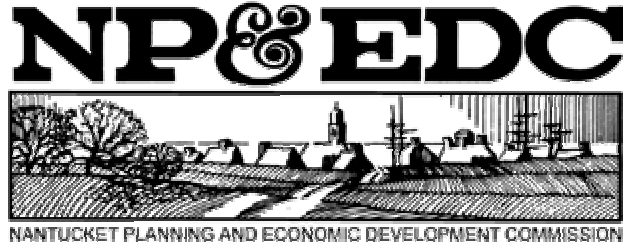
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Appendix G:

NRTA Supplemental Transit Section

Appendix H:

Certification of the 3C Transportation Planning Process



CERTIFICATION OF THE 3C PLANNING PROCESS

This will certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for Fiscal Years 2004 and 2005 in the Nantucket Planning and Economic Development Commission is addressing major issues facing the region and is being conducted in accordance with the requirements of:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (SEC. 105 (f), Pub.L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulations;
- V. The Provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 & 176 (c) & (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) & (d));

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA/FTA regulations governing the implementation of TEA-21, and EPA regulations governing the implementation of the Clean Air Act Amendments of 1990, and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990.

Signatory Certification:

Alvin S. Topham, Chairman
Nantucket Planning and Economic Development Commission

Date

Daniel A. Grabauskas, Secretary
Executive Office of Transportation and Construction

Date

John Cogliano, Commissioner
Massachusetts Highway Department

Date

Appendix I:

**Endorsement of the
2004 - 2008 Transportation Improvement
Program and
Air Quality Conformity Determination**

Nantucket Metropolitan Planning Organization

Endorsement of the

**2004 - 2008 Transportation Improvement Program
and
Air Quality Conformity Determination**

In accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) of the October 28, 1993 Final Rules for Statewide and Metropolitan Planning, the Committee of Signatories representing the Nantucket Metropolitan Planning Organization hereby endorses the Federal-Aid Component of the Nantucket Region 2003-2007 Transportation Improvement Program (TIP).

This 2004 - 2008 TIP is financially constrained and consists entirely of projects that are either: A) exempt from an air quality conformity determination as specified in 40 CFR Parts 51 and 93; or B) have been previously analyzed in the NP&EDC's conforming Transportation Plan. The projects in the TIP are of the same and concept that were analyzed in the Regional Transportation Plan. Therefore, no new air quality analysis is required for the TIP. This TIP does not add or delete any regionally significant, non-exempt properties across analysis years.

In accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)], the Nantucket Metropolitan Planning Organization has completed its review and hereby certifies that the Nantucket Region FFY 2004 - 2008 Transportation Improvement Program has been developed from a conforming Transportation Plan and therefore conforms with 40 CFR parts 51 and 93 (August 15, 1997) and 310 CMR 60.03 (December 30, 1994).

Signatory Certification:

Alvin S. Topham, Chairman
Nantucket Planning and Economic Development Commission

Date

Daniel A. Grabauskas, Secretary
Executive Office of Transportation and Construction

Date

John Cogliano, Commissioner
Massachusetts Highway Department

Date